the roads were not in any degree confined

to any particular section of the country.

but were fairly well distributed all over

Among shippers there is a good deal of

opposition springing up against the new

order which was promulgated by the Joint

Traffic Association and which went into ef-

fect under their ruling Jan. 15, which, if put

in operation, will materially curtail the

privilege of carload rates. As yet but few

JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

THE JOURNAL

Have been conveniently located at the following stores in the various sections of ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates.

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-STATIONS .-

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SOCIETY NOTICES. MASONIC-Ancient Accepted Scottish Rite.
Meeting of Adoniram Grand Lodge of Perfection this (Tuesday) evening at 7:45 o'clock for business. N. R. RUCKLE, T. P. JOS. W. SMITH, Secretary.

FOR SALE OR EXCHANGE. FOR SALE OR EXCHANGE-By C. W. Phillips 70 Monument place: Mills, tactories, farms, merchandise, city and town property, printing offices, livery stables, hotels, sanitarium, timber and coal lands, gas and oil, gold, silver and other mineral properties, building and loan, city drug

FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES 75 East Market street.

LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market street. TO LOAN-A large sum; amounts to suit; comon and expenses lowest. No gold clause. NEWTON TODD, 6 legalls Block. MONEY-To loan on Indiana farms. Lowest

rates, with partial payments. Address C. WILLIAMS & CO., Crawfordsville, Ind. LOANS-Any amount. On furniture, pianos, store fixtures, etc. Reasonable rates. (Confidential.)
E. J. GAUSEPOHL, 2½ W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 225-230, third floor Lemcke ling, Indianapol's.

TO LOAN-Money at reasonable rates of interest in sums of \$500 to \$5,000 on real estate in Indianapolis, without delay. BOICE & DARK, 181/2 North Meridian street.

FOR RENT. FOR RENT-Nicely furnished rooms; central;

FOR SALE-Two bollers, 48 4-inch flues; 60-inch by 18-foot shell, with front; eighty horse power.

inquire KINGAN & CO. WANTED-MALE HELP.

WANTED-Machinist who can cut letters iron; state wages expected. Address box 60 Ingalls, Ind. WANTED-Traveling salesmen for cigars. Old, reliable house. Experience unnecessary. Extra inducements to customers. \$75 to \$150 per

nth and expenses. CHAS. C. BISHOP & CO. WANTED-An idea. Who can think of some simple thing to potent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washington. D. C., for their \$1,860 prize offer and new list of 1,000 inventions wanted.

WANTED-SALESMAN. WANTED-\$30 a week salary and expenses paid nent position. The W. L. KLINE CO., St. Louis,

WANTED-SITUATION. WANTED-Situation-By an expert bookkeeper and experienced office man; at present em-ployed, but desires to locate in Indianapolis. Very best guarantee from present and past employers, Address G, care Journal.

WANTED-BISCELLANEOUS.

WANTED-Thousands of good places under the McKinley administration in every part of the country. Do you want one? The midwinter edition of the NATIONAL RECORDER will tell how to get a position. Send a cents in stamps to the NATIONAL RECORDER, Washington, D. C.

NOTICE. NOTICE-Transfers to any part of the city 25 cents per passenger. GREEN & CO., 69 W. Market.

STORAGE. STORAGE-Indianapolis Warehouse Co., 265-273 S Penn. st., Pennsylvania tracks. Phone 1343.

LEGAL ADVERTISEMENTS. RECEIVER'S SALE. The Office Specialty Manufacturing Company

vs. the Spring-Emer a Stationery Company. No. 5272. In the ippecanoe Circuit Court Tippecance county, Indiana. Notice is hereby given that I, George J. Eacock. receiver of the Spring-Emerson Stationery Company, heretofore appointed in the above entitled cause, will sell at private sale at the hour of 2 o'clock p. m., on the 'd day of February, 1897, in the front part of the storeroom of said defendant company, located at No. 29 South Third street, in the city of Lafayette. Tippecanoe county, Ind all the sundry the personal property of said defendant corporation (except the notes and ac counts), consisting of the manufacturing plant and machinery for the manufacture and printing of stationery and book binding, fixtures and appurtenances thereto belonging and a general stock of stationery, books, packetbooks, fancy goods and office and stationery supplies, a more particular description of all of which may be found in the several inventories and appraisements heretoforfiled in said cause, and now on file in the clerk's office of said county, and at the aforesaid place of business of said defendant company in said

Said property will be sold pursuant to and by virtue of an order and decree of the Tippecanoe Circuit Court, duly entered of record in said cause on the 11th day of January, 1897, for not less than its appraised value clear and free of all liens and incumbrances.

All bids for said property at private sale shall be seared and addressed to George J. Encock, re-ceiver, Lafayette, Ind., and shall be delivered to said receiver or left at said storeroom, No. 29 the envelopes containing the same shall be so in-dorsed that it shall appear that they contain bids All bids will be opened at the hour and place foresaid by said receiver, and the property will then and there be aw ried and sold to the high-

property. In case said receiver shall not receive any bid for said property at private sale equal to or greater than the appraised value of the same by the hour of 2 o'clock p. m. on the said 2d day of February, 1897, then said receiver will immediately, in the front part of said storeroom, No. 29 South Third street in Lafayette, Ind., offer said property at public sale as a whole and in agent of the Pennsylvania and Vandalia gross, and said property shall then and there be awarded and sold to the highest bidder, provided that the same shall not be sold at said public

sale for less than two-thirds (2-3) of its appraised value. Said saie, whether made at private or public sale, shall be made subject to the approval of said court. No bid at either private or public sale will be entertained by said receiver unless the bidder sued in good faith and is built upon a busishall deposit with said receiver his certified check ness basis suggested and commended by

on some bank in the city of Lafayette, Ind., payable to the order of said receiver for fifteen hundred dollars (\$1,500) before making said bid.
Said check and the proceeds thereof to be held
by said receiver to indemnify him against loss

the temerity to question either their motive or their sincerity? It will seil, too, if
commercial travelers and their friends will in case said bidder should fall to complete his confirm the suggestions made by their rep-

Said sale, whether made at public or private slightest doubt in that direction. we believe commercial travele the day of sale, and the residue of the purchase money shall be paid in two equal installments of four and nine months from date of sale, deferred payments to be evidenced by promissory notes exof said court. Said rotes to bear six per cent. attorney's fees, and shall be payable at some bank in loc city of Lafayette, Ind., without any relief whatever from valuation or appraisement laws of the State of Indiana. The purchaser may waive said credits and pay all cash if he shall elect to do so. GFO. J. EACOCK, Receiver. Hanley & Wood, Attorneys for Receiver,

THE REST.

NOTICE. The board of control of the Central Indiana

KELLY-Mrs. T. M. Kelly, Sunday night at o'clock, of consumption. Formerly Margaret E. Fulton. Burial Wednesday morning at 9 o'clock

> FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641.

FUNERAL DIRECTORS.

from St. Bridget's Church.

ANSWERS ATTACKS ON 5,000-MILE

INTERCHANGEABLE TICKET.

FORD'S POSITION

It Was Issued in Good Faith and on Legitimate Business Basis-Sen-

timents of Commercial Men.

To the Editor of the Indianapolis Journal: The five thousand-mile ticket of the Central Passenger Committee has been attacked from almost every quarter. I come to its defense, as well as my own, and ask a place for this letter in your columns. I shall pay no attention to the personal

part of a communication published in the Indianapolis Journal of Jan. 14, 1897, alleged to have been written by "A Traveling Salesman," but evidently inspired by a jealous railroad man. I shall, however, combat the inferences therein drawn as to my position regarding the five thousandmile interchangeable ticket, and show why we favored its issue and why we assisted in pushing the matter to a successful conclusion in the Central Passenger Commit-

At a conference of representatives of commercial bodies with members of the Central Passenger Committee, held at Chicago, April 23, 1896, Mr. W. A. Ryan, as chairman of the visiting delegates of commercial bodies, said:

"Our preliminary meeting this morning unanimously resolved to ask the Central Passenger Committee to accord the commercial interests of its territory a five thousand-mile interchangeable ticket.' Mr. D. K. Clink, secretary of Northwest-

ern Commercial Travelers' Association, "While many of the representatives present are commercial travelers they also repshould not be regarded in a personal sense, but as presenting those of the entire com-

mercial community throughout the length | Dayton and the Baltimore & Ohio. and breadth of the United States. Viewing the subject from this standpoint and from the standpoint of protection and equity, we are imbued with the idea that the ticket most beneficial to the mutual interests of commercial men, their employers and the railroad companies is a five thousand-mile interchangeable ticket.' Mr. Clink further said:

"The representatives present believe the five thousand-mile ticket, protected by the photograph of purchaser, and surrounded with such other restrictions as may be found practicable, could not be misused, and would prove the best means of protecting and serving the interests of the railroads. It is believed that a photograph and autograph of the purchaser, assuming that employes of the railway companies will perform their full duty as it is believed the commercial men will perform theirs, should give adequate and satisfac-tory protection. No instance has come to the knowledge of representatives present of misuse of the five thousand-mile photograph ticket. The views entertained by the delegates present, it is believed, reflect the conclusions of hundreds of thousands of

commercial men throughout the country."

Mr. John A. Lee, president of the Travelers' Protective National Association, said: "There is a thoroughly friendly feeling of the great body of commercial travelers towards the railways. They recognize that the railways were not only essential to the avocation of the commercial traveler, but constituted a mighty force in the development and broadening of the commercial resources of the country. The gentlemen present represent the conclusions of some seventy thousand commercial travelers actively organized, and in the security of their convictions feel at liberty to present the views and desires of the great unorganized contingent of three hundred thousand traveling men, wholly engaged in an avocation roads and industrial interests of the country. Our preliminary meeting of this morning passed a resolution to the effect that the Central Passenger Committee should be asked to place on sale a five-thousand-mile-

interchangeable-ticket, available over all lines embraced by the committee, and, if practicable, all lines included in its territory. Such a ticket should be interchangeable and be restricted to the use of the original purchaser by reasonable and fair limitations, protecting not only the interests of the railroads, but those of the commercial traveler as well. The commercial traveler is not only willing to co-operate in such measures of protection, believing it is right and just that the form of transportation desired should be made to discount the local fares of the railroads, but for the furmanency of the ticket desired must depend commercial traveler asks for a five-thou- the Atlantic and the Pacific coasts. sand-mile-interchangeable ticket solely as a

matter of convenience." Under date of April 28, 1896, President Lee Passenger Committee, as follows: "If the issuance of the five-thousand-mileinterchangeable mileage book depends to any extent upon the condition that its coupons shall be exchanged at ticket offices for exchange tickets, the inconvenience to which travelers would be subjected in that event would, in my opinion and in the opinion of my colleagues, be inconsiderable as compared with the advantages to be given us by the issuance of the mileage ticket. While there is some inconvenience attached to making the mileage book good for transportation only through the ticket offices. vet I can see that there are so many advanages to the railroads involved in the arrangement specified that it might be looked upon as an essential condition, and if so I feel very confident that all commercial travelers and commercial interests would be | cars are new.

disposed to concede the point of inconven-

lence through delay in getting tickets." Mr. C. M. Aldrich, chairman of the Board of Trade of Peoria, and representing also the Travelers' Protective Association, said: "The request for the 5,000-mile interchangeable ticket is advanced as a mere straight up and down business proposition. The Commercial Traveler has opposed a fastest trains. flat rate of 2 cents per mile in the various State Legislatures. It is believed that the time has come when mutual concessions between the commercial and railway interests must be made on mutual grounds. It is but fair that the local traffic of the rallways, based on 3 cents per mile, should bring its proper proportion of the revenue. South Third street, in said city of Lafayette, and It should not be reduced to 2 cents per mile. A study of the interchangeable mileage ticket resolves itself into a simple question as to the ability of the association of roads to devise ways and means of issuing such a ticket interchangeably, and surto or greater than the appraised value of said | measures and proper means, assuring an honoring coupons of such tickets." intelligent and industrious class of people

equitable accounting as between the roads The above expressions made by prominent citizens of the country, who represent that known as commercial travelers, afford the main reasons why the general passenger lines labored so diligently for the adoption of the 5,000-mile interchangeable ticket, These sentiments of commercial men make their own reply to such sareastic allusions as "the book is made so it will not sell," and "this particular ticket is looked upon as a fake." It is not a "fake." It is isness basis suggested and commended by commercial travelers themselves. Who has resentatives at the Chicago conference herein referred to-and we have not the

We believe commercial travelers to honorable and upright men, and their pledges concerning the value and use of this 5,000-mile ticket will be made good-if the railway companies interested can adopt the consistent plan, which seems to in every interest from date of sale, and to provide for | way commend itself, of expunging the interchangeable features from their 1.000-mile tickets covering a limited territory, and surround them with equally as wholesome restrictions as to transfer and misuse as now appertain to the central passenger committee's 5,000-mile ticket, which embraces nearly twenty thousand (20,000) miles of territory. I candidly believe that I voice the sentiment of every honest commercial traveler when I undertake to predict that Hospital for the Insone will receive sealed pro-posals up to Friday, Jan. 29, at 10 a. m., for furnishing a full line of supplies for the month confining the sale of the central passen I also feel certain that the objection to try were \$1.123.646.562. This was at the rate Mrs. O. J. Dearborn, and there was a very confining the sale of the central passenger of \$6,159 per mile, and was a better show-

place them on sale at prominent points in the territory as soon as the demand will E. A. FORD. General Passenger Agent, Pennsylvania and Vandalia Lines.

Pittsburg, Jan. 23.

Charges Against D. J. Mackey. At Springfield, Ill., yesterday, Judge Allen, in the United States Circuit Court, the United States. heard the application of the Central Trust Company of New York and William A. Weilman, of New York, trustees of the second mortgage bondholders, to foreclose the second mortgage on the Peoria, Decatur & Evansville Railroad. Judge Allen some time ago appointed E. O. Hepkins and E. P. Huston receivers of the road upon application of the railroad company. The railroad company alleges that the second mortgage bonds are invalid and that they were issued pursuant to an alleged conspiracy in the interest of D. J. Mackey, president of the road, who held a large amount of 6 per cent. income bonds, by which conspiracy these bonds were exchanged for \$2,000,000 of second mortgage bonds, drawing 5 per cent. interest, the in-terest to be paid whether earned or not.

second mortgage bonds.

The trustees for the second mortgage hond-

holders claim the stockholders at a subse-

quent meeting ratified the issuance of the

East-Bound Shipments. East-bound shipments from Chicago last week were 71,497 tons, against 67,130 for the preceding week, and 66,704 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 9,285; Wabash, 4,886; Lake Shore, 9,325 Fort Wayne, 10,944; Panhandle, 8,971; Baltimore & Ohio, 3,809; Grand Trunk, 8,706 Nickel-plate, 8,379; Erie, 4,418; Big Four 2.774. Shipments were made up of the fol lowing articles in tons: Flour, 5,120; grain and mill stuffs, 39,759; cured meats, lard, etc., 10,249; dressed beef, 8,291; butter, 1,709; hides, 937; lumber, 3,121; miscellaneous, 2,320

Personal, Local and General Notes. The office of claim agent on the Baltimore & Ohio Southwestern is to be abolished as an economical measure.

Roll Dawes a passenger conductor on the Cincinnati, Hamilton & Dayton, will this week be married to a young lady of Rush-W. W. Peabody, vice president of the Baltimore & Ohio Southwestern, was in the city again yesterday looking after some legal matters.

B. F. Bertolet, superintendent of the Shamokin division of the Philadelphia & Reading, will retire from that position Feb. 1 to engage in the coal business. The Ohio Southern is considerably in arrears on taxes, and in several cases suits

have been brought. The treasurer of Champaign county has brought suit for \$6,-000 of long-due taxes. C. C. Paddock, the veteran passenger conductor on the Vandalia, who, about a year

ago, retired to reside on his farm in Illinois, after one year's experience comes back, and yesterday took out a train. Perry Griffin was yesterday appointed delegates to this meeting. Their views agent of the new Chicago and Baltimore through car line at Chicago. This line is over the Monon, the Cincinnati, Hamilton & The official report of General Agent Blaker, of the While line, shows that in the

year 1894 the White line took out of Indianapolis proper 3,168 loaded cars, in 1895 it took out 3,111, and in 1896, 3,733 loaded cars. William Tigges, who had been in the employ of the Pittsburg, Fort Wayne & Chicago thirty-four years, was buried yesterday at Fort Wayne. Nearly the whole time he was in the freight depot as receiv-

ing clerk. George W. Boyd, assistant general passenger agent of the Pennsylvania, was in the city for a few hours yesterday, en route from St. Louis to his headquarters at Philadelphia. His sister joined him on his return to Philadelphia.

P. B. Maxweil, traveling passenger agent of the Nickel-plate lines, has tendered his resignation. He has held his present position eight years and now takes a more lucrative position with the Lancaster machine and knife works. The new sleeping car line which the Monon, the Cincinnati, Hamilton & Dayton

between Chicago and Baltimore via Washington, is hauling a dining car between Cincinnati and Baltimore. Since the cold snap set in the coal ope rators on the Indianapolis & Vincenne road have been shipping from eighty to one hundred cars of coal a day over the L & V. and expect to run to one hundred or more

and the Baltimore & Ohio put on yesterday

carloads before the week is out. The Chicago, Burlington & Quincy has under contemplation the building of a road from Bogard, Mo., to Liberty, passing through Excelsior Springs. This line would shorten the distance between Kansas City and Burlington thirty-four miles. A letter received from J. W. Green, train-

master of the Panhandle (Indianapolis division), who is now in Hot Springs, Ark., states that his health is improving, and on inuring to the mutual prosperity of the rail- | the strength of this his superior officer telegraphed him to remain until well. Traveling Auditors Kreuthoffer, of the

Big Four, W. S. Roney, of the Vandalia, and McElevy, of the Penasylvania Com-pany, were in the city yesterday and in-spected the accounts of Auditor Vinnedge and Treasurer Cannon, of the Union Railway Company and Belt road.

The merchants at a number of points are getting up a protest against the railways charging 35 cents for all packages below 100 pounds instead of 25 cents, as had been the practice for many years. The merchants find that it is no small increase when taken in the aggregate.

A railroad official high in rank said yesterday that he thought the end would show that the Union Pacific would be purchased ther consideration that the success and per- in the interests of the Vanderbilts, and that it would give them an opportunity to estabupon legitimate and proper application. The lish a through line of their own between

The Grand Trunk Railway has put in force a new regulation regarding bicycle fares. In future wheelmen will be charged a wrote Commissioner Donald, of the Central | tariff for transportation of their wheels varying according to distance, in proportion to the rate paid for the passenger's ticket, no fee being less than 25 cents. I. B. Lewis, agent of the Baltimore & Ohio Southwestern at Athens, has been appointed general agent of the company at Chillicothe, in charge of the freight department. He takes the place of N. S. Span-

gler, recently appointed division freight agent on that road, with headquarters at The Pullman and the Wagner sleeping car companies have put on elegant combination sleeping and reclining chair cars to run nightly, alternating between Cincinnati and Hannibal, Mo., running over the Cincinnati, Hamilton & Dayton, the Indiana, Decatur & Western and the Wabash. Two of the

The through sleeping cars of the Big Four now running between St. Louis and Washington in connection with the Chesapeake & Onlo have become the best paying cars run on the Big Four system, month in and month out. Between St. Louis and Cincinnati the cars are hauled on the Knickerbocker and over the C. & O. on one of its

The arbitrators of the Joint Traffic Association have rendered a decision on the subject of rates of fare on the fast trains between New York and Chicago, deciding that the original ruling was a just one and should continue. This provides for charging extra fare on all trains scheduled to run between the two points in less than

twenty-eight hours. The general board of adjustment of locomotive engineers of the Big Four are this week holding their annual meeting for election of officers and transacting other busiest bidder, provided said bid is for a sum equal rounding it with the necessary protective ness. Mr. Thomas, president of the board, states that they have no grievances, and the relations between the officials of the

road and brotherhood are of a pleasant character. The meeting, he says, has no special significance. The Chicago-St. Paul roads have not yet reached an agreement on the proper amount of traffic to be turned over by the larger to the smaller lines, which are far behind their percentages on emigrant traffic and other controllable business between

Chicago and Minneapolis and St. Paul. It

is likely that it will be found necessary to

call a meeting of the interested lines before the matter can be finally settled. D. G. Edwards, passenger traffic manager of the Cincinnati, Hamilton & Dayton, has returned from New York. The project of establishing either a trolley or an air-motor line to handle their suburban business is well advanced, and the improvement will be undertaken as soon as a decision is reached as to what shall be used for power. The inventor of the air motor claims great things for the invention, and is confident it is the coming power for suburban service. T. Leyton, local superintendent of the Pullman Company, states that twenty-eight years ago he commenced running as a Pullman car conductor between St. Louis and New York over the Vandalla and the Pennsylvania lines, and at that time only four sleeping cars arrived and departed at

ner sleeping and parlor cars arrive and depart every twenty-four hours, ten each way being local sleepers. The Interstate-commerce Commission has issued its report on the income account of the railways of the United States for the year ending June 30, 1896. The total gross earnings of the roads of the coun-

the Union Station, Indianapolis, daily; now

forty-two Pullman and twenty-four Wag-

151, or \$3,380 per mile. Of the amount of gross earnings \$323.468,891 was by the passenger departments, \$772,071,374 by freight, \$290,129 other earnings from operation and the balance unclassified earnings. Dividends paid were \$54,983,732, against \$54,332,353 the preceding year. The net earnings of

Munyon

roads, if more than one, have put it in force. Doubtless the old practice has been much abused and the roads have just reason for taking some action regarding the matter, but with the shippers there is a feeling that the new order would bear considerable modification. The practice has bederful System of Medicine. come general for shippers, in order to secure the benefits of carload rates, to jointly ill a car and consign it to one party, in order to come within the Joint Traffic Association's rules that the freight shall be de-

ivered at one station in one day by one shipper, consigned to one consignee and destination. The clause 'by one shipper' has been disregarded in practice. The new of Miles. order provides that the consignee or his representative shall give a receipt for a full car before any goods can be secured, and

he total extinction of the present practice of jointly filling a car. FINANCES OF THE CITY

CONTROLLER JOHNSON SENDS HIS ANNUAL REPORT TO THE MAYOR.

t is believed that were the order enforced

permanently by all the roads it would mean

Year 1897 Commenced with a \$1,424,-500 Debt-This Year's Appropriations Are Quite Sufficient.

Yesterday Controller Johnson sent his anscal year ending Dec. 31, 1896. The state-1897. I desire to call your attention to ate there was a balance on hand of \$140 -721.02; there were outstanding orders unoaid amounting to \$76,449.86, leaving availble cash to the amount of \$64,271.16. cent, interest and without any floating in debtedness. The total appropriations for the year amount to \$919,230.43. With the same tax levy as last year the city, it is estimated, will be able to raise a revenue

of \$873,437.88 from taxes and miscellaneous collections, to which add the available cash, \$64,271.16, which makes \$937,709.04, the amount that may be used to pay running expenses for the current year. This amount will be ample to discharge all appropria tions without raising the tax levy or resorting to temporary loans. "The total available receipts last year were \$51,403 more than the year before, \$70,700 being the proceeds of the sale of bonds for the improvement of the City Hospital and fire department (\$10,000 of which has since been repaid.) The receipts from taxes were \$39,758.05 less and the reeipts from miscellaneous sources were \$20,461.05 more than during the year 1895. The expenditures of 1896 exceeded those of 895 \$54,045.14, but this is accounted for in the

arge amount of permanent improvements made; to wit, \$119,062.16 as set out in table No. 4, \$57,000 for cleaning improved streets. which had heretofore been paid by individual property owners, and increase in ost of parks, electric lights and other exenses incident to a growing city. "Your attention is directed to the tables the report, which contain much informa-

The entire assets of the city are here for the first time itemized and the general financial condition fully set forth. The following table shows a general summary of the city's finances for the year:

bonds 70,000.00 Received from redemption of Belt Railroad Railroad bonds...... 30,000.00- 1,429,754.56 Total \$1,491,268.9 aid current expenses. \$762,935.60 raid permanent improvements 119,062,16 aid redemption of improvement bonds, 1896 10,000.00 Paid redemption Pat-terson loan bonds.... aid redemption Belt Paid interest Belt Rail-road bonds road bonds 30,000.00- 1,426,997,76 ash on hand Jan. 1, 1897..... \$64,271.16 Liabilities-

\$1,424,500.00 Excess of liabilities \$430,977.72 over assets.... The table below shows the expenses of ach of the city departments:

Finance Department-Redemption of bonds... *515,000.00 Interest on bonds interest and exchange. 57,764.88 Salaries and office exepartment of Public 341.597.02 Works Department of Public Safety office East market 7,381.28 fay market..... 1.987.90 Police department..... 116,435.76 Department of Public Health— Health Board...... \$10,272.83 City Dispensary..... Department of Parks.. 13,110,74 Department of Law .. 9,111.73

n total of current expense column.

Rescue Mission Meetings. This week C. S. Morton and Mrs. Kate Walker Barrett, of Washington, D. C., will be in this city representing the National

Organization of Rescue Missions and Homes, founded by Charles N. Crittenton, a merchant prince who is devoting his time and fortune to the rescuing and lifting up of the fallen. Mr. Morton is Mr. Crittenton's chief adviser, evangelist and colaborer. Mrs. Barrett is the national superintendent and organizer of rescue missions and homes. The meetings this week will be at 7:45 p. m. Wednesday, Jan. 27, at the Tabernacle Presbyterlan Church, Thursay at Roberts Park M. E. Church, Friday t the Central Christian Church, corner of Fort Wayne avenue and Delaware street, nd Saturday at the Rescue Mission. Mr. Morton and Mrs. Barrrett will speak at hese meetings in the interests of rescue nissions, social purity and evangelistic work. These are evangelists of reputation nd have devoted years to the study and solution of this social problem. Over forty of these rescue missions and omes in the national organization are scattered throughout the United States and England. To this circle has been added reently the Rescue Mission and Home of this elty, superintended by W. V. Wheeler, It will hereafter be known as the Florence Crittenton Rescue Mission and Girls' Industrial Home of Indianapolis. Mr. Morton and Mrs. Barrett will perhaps remain in the city ten days in the interest of the resone work here. It is desired that the State be organized for rescue work with its central home in Indianapolis. Should other these two workers in organizing local missions or homes, they might be induced to remain a few days longer for this purpose,

fary was held yesterday afternoon with Requisition book will be on file at Room 45 feather book will be on file at Room 45 fe

Are Daily Visiting

nual report to Mayor Taggart. The report sets out in full the financial condition of the city. Besides giving a large number of tables it gives in the introduction some lgures especially separated to show some of the important facts. The report is addressed to the mayor and begins as follows: "As required by law I herewith submit a eport of the financial department for the ments and tables therein will clearly show he financial condition of the city on Jan. he following Items: At the last named "The city commences the year 1897 with bonded debt of \$1,424,500 bearing 4 per

tion that is valuable to every taxpayer.

Cash on hand Jan. 1, Received from sundry

Sonded debt..... Assets-Real estate......\$381,140.00 mprovements 434,921.00 Personal property...... 113.191.12 Cash 64,271.16— 993,522.28

Current Permanent

\$9,771.41 52,330.17

Totals*\$762,935.60 \$119,062,16 *Extraordinary expenditures not included

PennsylvaniaShort Line |

lties of the State desire the services of Persons interested or desiring to start a work of this kind in other cities of Indiana may address W. V. Wheeler, Superintend-

ent Rescue Work, Indianapolis. McAll Mission Meeting. The regular meeting of the McAll Auxil-

To Get the Benefits of His Won-

Come Hundreds

FREE DOCTORS.

Consultation and Examination Free.

"Will Never Be Without It." Says Mrs. Harris, 76 Church street: "I suffered greatly from dyspepsia for some years. Tried a number of good physicians and used all kinds of advertised remedies,

which did me no good. I finally tried Mun-

yon's Remedy and was entirely cured. I

consider it a great remedy, and will never

be without it in my house.

Blood Disease Cured. Mrs. Delia Delaney, of 57 South California says: "My little girl suffered from disorders of the blood for some time. Her eyelids were badly inflamed. I gave her Munyon's Blood Cure and she is entirely

Mr. Shewman, 479 East Nineteenth street, and a motorman on the College-avenue street-car line, says: For a month I was troubled with pleurisy and the last week I had to lay off from my work. When I consulted the Munyon doctors I could not take a long breath, but after taking their treatment I was entirely cured and have not felt a symptom of the disease since.

Good Results.

Mrs. George Cottom, 426 East New York street, says: "Our baby was quite lick with cold, fever and other troubles usual with children. We gave her Munyon's medicines and it brought her right out. We have also used them on the other children with good results."

Entirely Cured.

Mrs. Jennie Ogden, 118 West Maryland street, says: "I had a severe cough and cold, which had continued so long that I became alarmed about myself and was afraid that it would settle on my lungs and go into consumption. I used one prescription of the Munyon remedies and was entirely cured."

CAUTION AGAINST IMITATORS The public is advised that Munyon's Remedies cannot be imitated; that the free treatment, free physicians and free distribution of remedies was inaugurated nearly five years ago by Professor Munyon.

MUNYON'S H. H. R. CO

Majestic Building.

(Pennsylvania and Maryland Streets.) Office Hours-9 a. m. to 8 p. m.

Sundays-10 a. m. to 12 m. ·WINSOR. ·CEREAL·COFFEE·



THE MCMULLEN-WINSOR-COFFEE-CO-

139 L'AKE ST. CHICAGO. This is a pure article of rare excelfence. Write to us, if your grocer does not keep it. Samples, testimonials etc., free. Correspondence solicited. "Winsor Cereal Coffee Beautifies the

FAST TRAINS Louisville, Ky.

Leave 3:40 a. m.; arrive Louisville, Fourteenth street, 6:45 a. m.; Union Station 7:00 a. m. daily. Leave 8:15 a. m., arrive Louisville, Fourteeath street, 11:30 noon; Union Station 11:45 noon daily. Leave 3:25 p. m.; arrive Lauisville, Fourteenth street, 6.15 p. m.; Union Station 6:30 p. m. daily Leave 5:00 p. m.; arrive Louisville, Fourteenth street, 8:25 p. m.; Union Station 8:40 p. m. daily, except Sunday. Pennsylvania high-grade standard coaches and buffet parler and sleeping cars.

Ticket offices, No. 48 West Washington street, No. 46 Jackson place and Union Station.

GEO. E. ROCKWELL, D. P. A.

VANDALIA LINE.

E. A. FORD, G. P. A.

The Short Line for ST. LOUIS and THE WEST. Leave Indianapolis Daily-8:15 a. m., 12:40 noon, 7 p. m., 11:20 p. m. Arrive St. Louis Union Station-3:55 p. m., :32 p. m., 1:44 a. m., 7 a. m. Parlor car on 12:40 noon train daily and ocal sleeper on 11:20 p. m. train daily for Evansville, open to receive passengers at Ticket offices, No. 48 West Washington street, No. 46 Jackson place and Union Sta-tion. GEO. E. ROCKWELL, D. P. A. E. A. FORD, General Passenger Agent.

Haines, who said that he thought that the ladies should feel much encouraged at what they had accomplished and the prospect of the work. It was decided to hold the annual meeting at the First Presbyterian Church the second Monday in March. Dr. Loba, who has been connected with the McAll work in Paris, who was to have addressed the meeting, did not reach the city

diseases of the Heart, Stomach, Liver and CLASS FOUR - Chronic diseases of the Rectum and Bladder. Piles and Rupture cured without the knife. CLASS FIVE - Chronic diseases of Men and CLASS SIX-Chronic diseases of the Nerv-

Indianapolis, Ind.

Diseases Treated and

Cared by the Indian-

CLASS ONE - Chronic

CLASS Two - Chronic

diseases of the Eye and

CLASS TUREE-Chronic

Kidneys.

ous System.

CLASS SEVEN

Deformities

of the Human Body. We

manufacture

our own shops 60 MONUMENT PLACE,

Total assets.....

all kinds of

appliances in

apolis Infirmary.

Indianapolis Infirmary CLASS ONE — Chronic diseases of the Nose, Throat and Lungs Carakun treated by our new method. Thousands

Resident Corps Expert Specialists. Best Equipped Infirmary West of New York. Thirty Beds for Patients, Most Complete Operating Room in the State.

All Latest Scientific Apparatus on Hand. Largest X-Ray Machine in the World. Electrical and Mechanical Massage for Deafness. All latest Electrical Appliances for Treatment of Dis-

> We manufacture Braces for Deformities. Consultation and Examination Free.

Established 1869. Telephone 1434 Hours - 8 a. m. to 8 p. m. Sunday-2 to 4 p. m. Q. VAN HUMMELL, M. D.

MEDICAL DIRECTOR

\$688,760.37

COPY OF STATEMENT OF THE CONDITION

Lloyds Plate Glass Insurance Co.

On the 31st day of December, 1896. Located at No. 63 William Street, New York City. WILLIAM T. WOODS, President. CHARLES E. W. CHAMBERS, Secretary. The amount of its capital is..... The amount of its capital paid up is...... 250,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered..... 265,000.00 Bonds and stocks, etc., owned by the company, bearing interest at the rate of - per cent., as per schedule filed, market value..... Loans on bonds and mortgages of real estate, worth double the amount 378,933.61 for which the same is mortgaged, and free from any prior incumbrance 20,000.00 Debts for premiums ... 67,587.12 Plate glass on hand, to replace losses, at actual value..... 8.897.1 Sundry accounts.....

Amount necessary to reinsure outstanding risks State of Indiana, Office of Auditor of State:

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day

LIABILITIES.

of December, 1896, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this

A. C. DALY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION OF THE

Travelers Insurance Co.

On the 31st day of December, 1896. Located at Hartford, Connecticut. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in bank...... \$1,462,133.28 Real estate unincumbered...... 1,953,756.09 Interest accrued but not due...... 203,121.89

Total assets.....\$20,896,684,63 LIABILITIES. Losses unadjusted and due..... Losses in suspense, waiting for further proof 155,618.80 Special reserve for contingent Habilities...... 286.651.99

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1896, as shown by the original statement, and that the said original statement is now on In testimony whereof, I hereunto subscribe my name and affix my official seal, this d day of January, 1897.

A. C. DAILY, Auditor of State. [SEAL] 23d day of January, 1897

COPY OF STATEMENT OF THE CONDITION OF THE UNITED STATES BRANCH OF THE

Sun Insurance Office On the 31st day of December, 1896.

Located at No. 54 Pine Street, New York. HOME OFFICE, London, England. J. J. GUILE, Manager. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons........... \$181,660.6 Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of 4, 4½, 5, 6
and 7 per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance Debts for premiums..... All other securities..... Total assets...... \$2,641,518.52 · LIABILITIES.

Losses adjusted and due..... Losses adjusted and not due..... Losses unadjusted...... Losses in suspense, waiting for further proof All other claims against the company..... Total liabilities...... \$1,613,818.71

The greatest amount in any one risk, \$50,000. The greatest amount allowed to be insured in any one block, \$100,000. State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1896, as shown by the original statement, and that the said original statement is now on

COPY OF STATEMENT OF THE CONDITION

In testimony whereof. I hereunto subscribe my name and affix my official seal, this d day of January, 1897.

A. C. DAILY, Auditor of State.

ST. PAUL FIRE AND MARINE INSURANCE CO.

On the 31st day of December, 1896. Located at the corner of Third and Jackson Streets, St. Paul. Minnesota.

H. BIGELOW, President.

A. W. PERRY, Secretary. C. H. BIGELOW, President. The amount of its capital paid up is...... 500,900 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons. J...... Real estate unincumbered..... Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance Debts otherwise secured..... Debts for premiums..... Total assets..... \$2,232,317.48 LIABILITIES. \$37,595,36 Losses unadjusted..... Losses in suspense, waiting for further proof 83,706,89 9,107.08

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 31st day of December, 1896, as shown by the original statement, and that the said original statement is now on

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 23d day of January, 1897.

A. C. DAILY, Auditor of State.

Amount necessary to reinsure outstanding risks

All other claims against the company

FOR SALE BY The Indianapolis Gas Co

For tickets, call at office-

No. 49 South Pennsylvania St.

ATKINS E. C. & CO., Manufacturer and repairer of CIRCULAR, CROSS CUT. BAND and all other Dinois street, 1 square south SAWS

SAWS AND MILL SUPPLIES.

321,738.97

EDUCATIONAL.

BELTING, EMERY WHEELS Lump and Crushed, SAWS BELTING and EMERY WHEELS

> SPECIALTIES OF W. B. Barry aw and Supply Co HE S. PENN ST. All kinds of Saws repaired

BUSINESS UNIVERSITY